

## **SSM 50184 - 2021 Various Vehicles - 10R60/10R80 Automatic Transmission – Harsh Engagement/Harsh Shift/Delayed Shift**

Some 2021 Bronco/F-150/Explorer/Aviator/Police Interceptor Utility vehicles, excluding hybrid, may exhibit harsh or delayed engagement/shift concerns. Most concerns may be addressed with the PCM/TCM Transmission Accelerated Main Control Break In Routine. Refer to Workshop Manual (WSM), Section 307-01, DTC Chart and/or Diagnosis By Symptom to identify the clutch(s) to be cycled. This routine cycles the shift solenoids and clutch control valves to remove contamination that maybe sticking the valves and must be performed along with an adaptive drive cycle before attempting internal service. Although this routine was developed for low mileage vehicles, it's usage is being expanded for various symptoms across the life of the vehicle. For claiming, use causal part 7A100 and applicable labor operations in Section 7 of the Service Labor Time Standards (SLTS) Manual.

### APPLICABLE VEHICLES

2021 TRUCK: FD P702N F150

2021 CAR: TV U611N AVIATOR

2021 CAR: TW U625N EXPLORER

2021 CAR: TW U625N EXPLORER

2021 TRUCK: G1 U725N BRONCO